

**Metropolitan Bicycle and Pedestrian Committee**  
**Wednesday, September 11, 2024 – 3:00 p.m.**  
**Hybrid Meeting – Virtual & In-person**  
**In-person: Metro COG Conference Room**  
**Virtual: link provided below**  
**AGENDA**

1. Welcome and introductions
2. Approve minutes from June 5<sup>th</sup>, 2024 meeting - **Attachment** Action Item
3. Public input opportunity Public Input
4. Project/study updates Information Item
  - a. Clay County Heartland Trail Study
  - b. Moorhead Safe Routes to School Study
5. Other updates Information Item
  - a. Bike Map App update
  - b. Bicycle Friendly Community Application update
  - c. New Bicycle/Pedestrian citizen representative update
6. Upcoming TA and CRP project solicitation Information Item
7. Downtown Fargo River Corridor Recommendations - **Attachment** Discussion Item
8. Other business

If citizens wish to comment on an agenda item, please email comments to [farnsworth@fmmetrocog.org](mailto:farnsworth@fmmetrocog.org). To ensure your comments are received prior to the meeting, please submit them by 12:00 p.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video and/or audio for comments or questions, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

**For Public Participation, please REGISTER with the following link:**

[https://us02web.zoom.us/webinar/register/WN\\_BobsL8wbT6CRjIKgAzmubQ](https://us02web.zoom.us/webinar/register/WN_BobsL8wbT6CRjIKgAzmubQ)

**NOTE: Full Agenda packets can be found on the Metro COG Web Site at <http://www.fmmetrocog.org> – Committees**

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**125<sup>th</sup> Metropolitan Bicycle and Pedestrian Committee Meeting**  
**June 5<sup>th</sup>, 2024 – 3:00pm**  
**Hybrid Meeting – Virtual / In-person (Metro COG Conference Room)**

**Members Present**

Dan Farnsworth, Chair, Metro COG  
Cole Hansen, Cass County Planning  
Jace Hellman, City of Horace  
Cheryl Stetz, Fargo Cass Public Health  
Patrick Hollister, PartnerSHIP 4 Health  
Isabella Valenzuela, Clay County Public Health Intern  
Don Lorsung, City of Dilworth  
Jonathan Atkins, City of Moorhead Engineering  
Christine Holland, River keepers  
Forrest Steinhoff, City of Moorhead Planning  
Jeremy Gorden, City of Fargo Engineering  
Kurt Kopperud, Citizen Representative  
Leslie McGillivray-Rivas, City of West Fargo Planning  
Luke Grittner, MATBUS  
Rosemary Bruce-White

**Others Present:**

Paul Bervik, Metro COG  
Andrew Buck, Citizen  
Laurens Robinson, FM Trailbuilders  
Tim Krieg, FM Trailbuilders  
Terry Steen, Citizen/Flatlands Cycling Club  
Aiden Jung, Metro COG  
William Weightman, Citizen  
Connor Cox, Bolton & Menk

**1. Welcome and Introductions**

The meeting began at 3:02 pm. Both virtual and in-person attendees introduced themselves.

**2. Approve minutes from March 20<sup>th</sup>, 2024 meeting**

C. Hansen noted that his last name was spelled incorrectly in the March 20<sup>th</sup> minutes. Metro COG noted that they'll make the correction. A motion to approve the March 20<sup>th</sup> minutes was made by C. Hansen and seconded by J. Gorden. The minutes were passed unanimously with Metro COG to make the correction noted by Mr. Hansen.

### **3. Public input opportunity**

Several members of the public were present both in-person and virtually. Laurens Robinson, representing the FM Trailbuilders provided a comment. He noted that FM Trailbuilders would be interested in providing features alongside paved trails and crushed gravel trails in the Fargo-Moorhead area. FM Trailbuilders feels these features could enhance experiences for all users and get more people excited and experienced with mountain biking. These features could include 'skinny bridges', 'rollers', etc. L. Robinson would be interested in partnering with Metro COG on such an effort. D. Farnsworth mentioned that Metro COG would follow up with him.

William Weightman (attending virtually) thanked the committee for the work they do and noted that he has comments related to agenda item 6. He provided those comments to Metro COG via email. Those comments will be discussed as part of agenda item 6. The other comment / question W. Weightman had was about the Fargo-Moorhead Bike Map App. He asked when the map might be updated again, noting that the map appears to be two years out of date. D. Farnsworth mentioned that Metro COG is aware of the map being out of date and has plans to update it. Metro COG recently received an updated aerial imagery which will be used to update the bikeways & paths on the map. Metro COG plans to do that this summer and will send it to the app developer after that. It might take a month or two for the app developer to update the app.

### **4. Project updates**

#### **Clay County Heartland Trail Study**

D. Farnsworth provided an update on the Clay County Heartland Trail Study. Farnsworth noted that Metro COG hired a consulting team to conduct this study which was kicked-off in January. The study is scheduled to wrap up in early 2025 with the outcome of having a preferred trail alignment picked out which could then advance the project into the design phase.

Metro COG is currently in the first round of public involvement. D. Farnsworth showed the committee the public input website and showed the comment mapping tool which is currently seeking comments. The public engagement website can be found on the homepage of Metro COG's website.

#### **Moorhead Safe Routes to School Study**

D. Farnsworth provided a brief update the Moorhead Safe Routes to School Study which Metro COG is conducting in-house. This study was recently kicked-off in the winter of 2024 and is anticipated to be completed toward the end of 2024. With fewer students walking and biking to school nationwide over the decades, the safe routes to school program strives to make walking and biking to school safer and more attainable for students. This study is looking at ways of making walking and biking to school safer at the five public elementary schools and middle school in Moorhead.

## 5. Future automated bicycle & pedestrian counter locations

P. Bervik discussed that Metro COG is planning to purchase 12 new bicycle/pedestrian counters sometime in 2024 as a result of additional funding available. He showed a map of the proposed areas which Metro COG is considering installing and noted that Metro COG has been and is currently working with the local cities on more exact locations.

L. Robinson asked if there are any counters installed at MB Johnson Park or Gooseberry Park to count usage on off road trails (mountain bike trails). P. Bervik noted there are none installed on mountain bike trails. D. Farnsworth noted that there are counters designed for unpaved trails from the company TrafX. P. Bervik also noted EcoCounters could be used for this too and noted that EcoCounter is more accurate but more expensive. J. Atkins noted that Moorhead could potentially partner with FM Trailbuilders about a future counter(s).

## 6. Bicycle Friendly Communities Application

D. Farnsworth mentioned that Metro COG has been working on the Bicycle Friendly Communities Application since early 2024. This application is for the Fargo-Moorhead Metro Area. The FM Metro Area has been awarded Bronze status in 2014 and 2018. These designations are good for four years. With the last award in 2018, the FM Metro Area should apply again in order to keep its current status. Applications are due on June 25<sup>th</sup>.

Prior to diving into the application there was some additional discussion which included the report cards provided by the League of American Bicyclists for each community after applying. Another discussion was about the status of micromobility (scooters and bike share) in the Fargo-Moorhead community. It was noted that scooters were never implemented in Fargo, Moorhead and West Fargo, however at least one company (Bird) was interested. It was mentioned that the City of Fargo has been contacted recently about potential interest in scooters. It was mentioned that Metro COG researched various ordinances around the country as well as best practices for handling micromobility and provided this information to each of the local jurisdictions. M. Eshaug will look into this research again.

D. Farnsworth then worked with the committee in reviewing the three comments they received from the citizen, William Weightman, earlier that day. The comments were as follows:

- Question A12 – It was suggested that the checkbox ‘Other seasonal or weather challenges’ could be checked. The committee concurred.
- Question B21 – It was suggested that the checkbox ‘Parallel but separated paths for bikes/pedestrians’ could be checked. D. Farnsworth felt this was implying a shared use path with a parallel path for pedestrians rather than a protected bike lane next to a sidewalk. Metro COG will ask for clarification from Natalie Gillie.
- Question B27c1 – It was noted that there is no longer a practice/educational bike rack in the GTC. It was suggested that Metro COG reach out to MATBUS managers

(Julie or Lori) to ask if they still have the practice bike rack and plan to put it back out.

## **7. Mid-block crossing activity on 13<sup>th</sup> Ave S**

When Metro COG manually counts bicycle/pedestrian traffic, one of the locations is at 13<sup>th</sup> Ave S under I-29. Metro COG has observed several pedestrians crossing mid-block between 36<sup>th</sup> St and 38<sup>th</sup> St. One reason for these crossings is the lack of a north-south crossing at 36<sup>th</sup> St. Of the 31 pedestrians counted between 3 pm – 7 pm on 9/13/22, 19% (or 7 pedestrians) crossed mid-block at this location. Also, of the 31 pedestrians, 34% (or 10 pedestrians) walked on the north side of 13<sup>th</sup> Ave which doesn't have a sidewalk. Metro COG wanted to bring this up due to the number of mid-block crossings, as well as a recent serious injury involving a pedestrian struck at this mid-block location.

There was discussion about reasons why there are so many crossings. It was pointed out that there are no north-south crosswalks on 36<sup>th</sup> St and only one north-south crosswalk located on the west leg of 38<sup>th</sup> St. Also, there are destinations on the north-east side of 36<sup>th</sup> St generating pedestrian trips.

It was also suggested that crossing at intersections may not even be that safe, due to the number of lanes required to cross, driver attentiveness with some turning movements, and the danger of slip lanes. The question was raised, could a mid-block crossing actually be safer if such a crossing was implemented?

## **8. New Bicycle & Pedestrian Committee citizen rep**

With the next Committee meeting likely occurring in early-mid September, Metro COG is bringing notice of advertising for the next citizen rep for the Committee at this meeting. Metro COG plans to solicit for applications for this rep on September 1<sup>st</sup> with applications due September 30<sup>th</sup>. This rep would serve a two-year term with the option of an additional two-years if they desire. The term would begin January 1, 2025.

## **9. Other business**

P. Hollister congratulated Moorhead on the ribbon cutting of their new library. There was no other additional business. The meeting was adjourned at 4:06 pm.

**To:** Bicycle & Pedestrian Committee  
**From:** Dan Farnsworth  
**Date:** September 6, 2024  
**Re:** **Downtown Fargo River Corridor Improvement Recommendations**

A key focus of the City of Fargo recently has been the perceived safety of the river trail corridor in downtown Fargo. In response to a request by a Fargo City Commissioner in February, Metro COG met with various City of Fargo departments, Fargo Parks, River Keepers, and the Downtown Community Partnership to find solutions to improve the comfort level and perception of the river trail corridor in downtown Fargo.

Subsequently a document was developed by in May to identify solutions to the concerns. **Attached** is the document. In summary, below are the recommendations identified in the document. This document does not address encampments along the river corridor as the City of Fargo has a committee(s) currently looking into those matters.

#### Document Recommendations:

- Realign & reconstruct river trail from the north side of NP Ave to Main Ave bridge.
  - Lead agency: Fargo Engineering
  - Partner agency: Fargo Parks
- Clear overgrown brush/trees along trail corridor and under bridges.
  - Lead agencies: Fargo Engineering, Fargo Public Works, Fargo Parks
- Replace existing non-functioning lights (under bridges and on NP Ave) with new tamper-proof lights. Consider additional lighting under bridges (*work currently in-progress*).
  - Lead agency: Fargo Engineering
- Consider additional lighting as described in attached document.
  - Lead agency: Fargo Engineering
- Remove existing graffiti (*graffiti removal occurred in June. However, ongoing removal needed*)
  - Lead agencies: Fargo Public Works, Fargo Parks
- Consider murals on walls and bridge piers which experience frequent graffiti.
  - Lead agency: Downtown Community Partnership, other partners

Metro COG believes that implementing the recommendations listed above would allow bicyclists and pedestrians using the river corridor to feel safer and

would provide a more inviting atmosphere for trail users. Metro COG encourages the applicable departments & organizations to implement the recommendations listed above.

# Downtown Fargo River Corridor Improvement Opportunities



**May 2024**

Developed by:

**METROCOG**  
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

## Background

Over recent years, the river corridor through downtown Fargo has been observed to be deteriorating, with increased garbage and graffiti, deteriorating pavement conditions, limited and nonfunctioning lighting, and more. These concerns have been noted by the public, elected officials, and other concerned parties.

At the February 15, 2024 Metro COG Policy Board meeting, several board members, specifically Fargo City Commissioners, mentioned the concerns they have with the current state of the river trail corridor through downtown Fargo. The unwelcoming nature of this trail corridor, the unsafe atmosphere, and lack of lighting were specific concerns. Some board members asked Metro COG to look into ways to improve the downtown Fargo river trail corridor.

As a result, Metro COG reached out to staff with the following departments & entities:

- Fargo Engineering
- Fargo Planning
- Fargo Public Works
- Fargo Police
- Fargo Parks
- River Keepers
- Downtown Community Partnership

Metro COG conducted meetings with the above jurisdictions to discuss the issues and concerns along the downtown Fargo river trail corridor and to discuss remedies to address the concerns and improve the trail corridor. Meetings were held on February 28<sup>th</sup>, 2024 and April 24<sup>th</sup>, 2024. The April 24<sup>th</sup> meeting was followed by a site visit along the trail corridor.

In an effort to more clearly understand the issues and concerns, Metro COG staff conducted several site visits including a lighting audit during the evening of April 8<sup>th</sup>, 2024. The observations from Metro COG's site visits as well as items discussed in the meetings are elaborated in the following pages. For each issues noted, remedies to address the issues are provided. Recommendations are also listed in the following pages with each recommendation identifying the best agencies to follow-up with the recommendations.

The trail corridor has been broken down into the following focus areas for the purposes of identifying issues and recommendations:

- Trail & trail corridor
- Lighting
- Graffiti

## Trail & Trail Corridor

Issue	Remedy
<p data-bbox="215 380 719 407">Deteriorating trail pavement condition.</p> 	<p data-bbox="836 552 1386 705">Replace trail with new trail, preferably a concrete-surface trail. Installing a new trail at a higher elevation could keep trail drier and away from damaging saturation conditions.</p>
<p data-bbox="215 928 743 1018">ADA compliance. Cross slope was measured at 7%. Vertical slope may also exceed ADA standards.</p> 	<p data-bbox="836 1087 1273 1144">Replace with trail that meets ADA standards.</p>
<p data-bbox="215 1352 483 1379">Sharp curves on trail.</p> 	<p data-bbox="836 1503 1403 1560">Reroute the trail under the NP Ave bridge so that trail curves are gradual.</p>

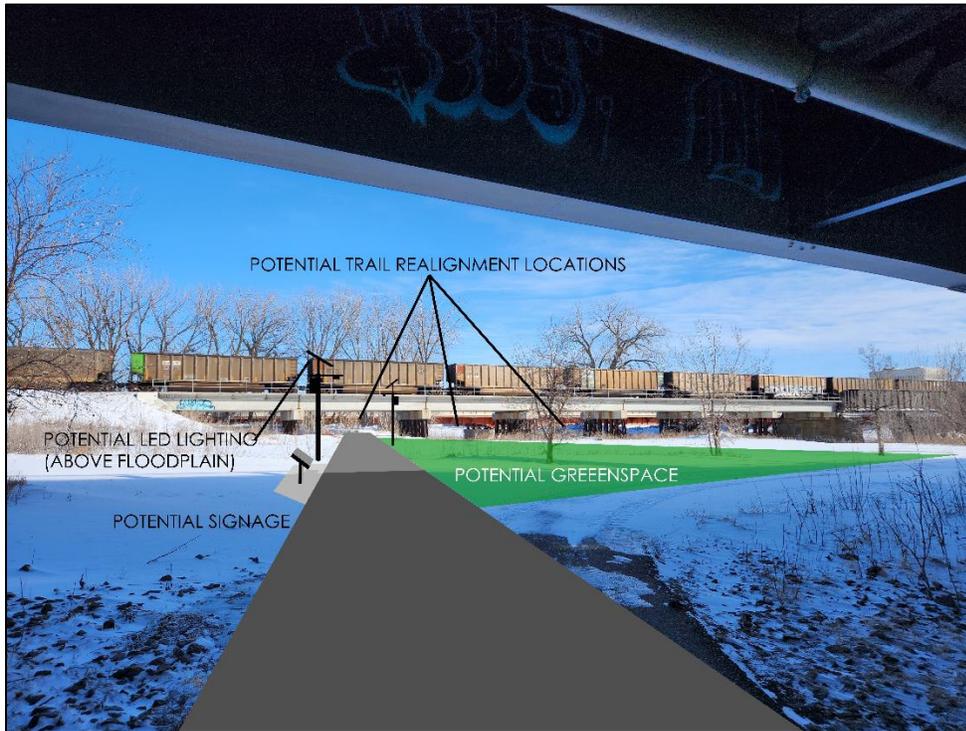


Issue (continued)	Remedy (continued)
<p>Overgrown brush along trail corridor makes for unsightly trail corridor and an uncomfortable experience for users.</p> 	<p>Clear overgrown brush and damaged trees along trail corridor and under bridges.</p>
<p>Distance of trail from built environment &amp; areas of activity can make users feel unsafe.</p>	<p>Reroute the trail so that trail doesn't wind as far east. Trail could follow the path shown in <b>Figure 1</b>. This proposed route is similar to the trail rendered in the 2002 Fargo Riverfront Development Master Plan.</p>

**Figure 1 – Potential Trail Realignment**



**Figure 2 – Potential Trail Realignment (looking north under Main Ave bridge)**



Recommendation	Agency
<p>Redesign and reconstruct the trail from the north side of NP Ave to the Main Ave bridge. Trail should be constructed further to west in order to bring the trail closer to the built environment and keep trail drier. It is encouraged that Fargo Parks contribute to these efforts since this is their trail.</p>	<p>Fargo Engineering (Lead), Fargo Parks (Partner)</p>
<p>Clear overgrown brush &amp; damaged trees along trail corridor and under bridges.</p>	<p>Fargo Engineering, Fargo Public Works, Fargo Parks</p>

## Lighting

In the evening of April 8<sup>th</sup>, 2024 Metro COG staff conducted a lighting audit to observe and document the lighting conditions along the downtown Fargo river corridor. Metro COG staff found that lighting was very poor along the trail corridor with the only corridor-specific lighting located under the Main Ave bridge. While lights were noted under other bridges, none of those lights were operational.



Issue	Remedy
<p>There are existing lights under the 1<sup>st</sup> Ave N and NP Ave bridges, however the lights are not operational.</p> 	<p>Replace non-operational lights with tamper-proof lights. Consider replacing with brighter lights. Also consider additional lights under bridge to ensure ample lighting and provide redundancy should lights become broken or burnt-out.</p>
<p>There is an existing light attached to a light pole along NP Ave, intended to provide light to the trail. However, light is not operational.</p> 	<p>Replace non-operational light with new light. Consider replacing with a brighter light.</p>



**Issue (continued)**

Areas along the trail between the bridges are dark. Lights under bridges don't provide sufficient light for segments between bridges.



**Remedy (continued)**

Consider installing lights on existing structures to provide lighting on the trail corridor between bridges.



No lighting exists on the trail corridor north or south of the downtown bridges. These areas are very dark at night.



Consider installing lighting for the trail corridor from the 1<sup>st</sup> Ave N bridge to the existing lighting west of Wildflower Grove Park. Lighting could match the existing trail lighting west of Wildflower Grove Park (pictured below).



Another lighting option could be to install trail lighting using existing or new poles/structures on the west side of the floodwall.

Consider installing lighting for the trail corridor south of the Main Ave bridge. If lighting is proposed for Dike East Park, consider implementing lighting as part of a larger Dike East Park revitalization/improvement project.

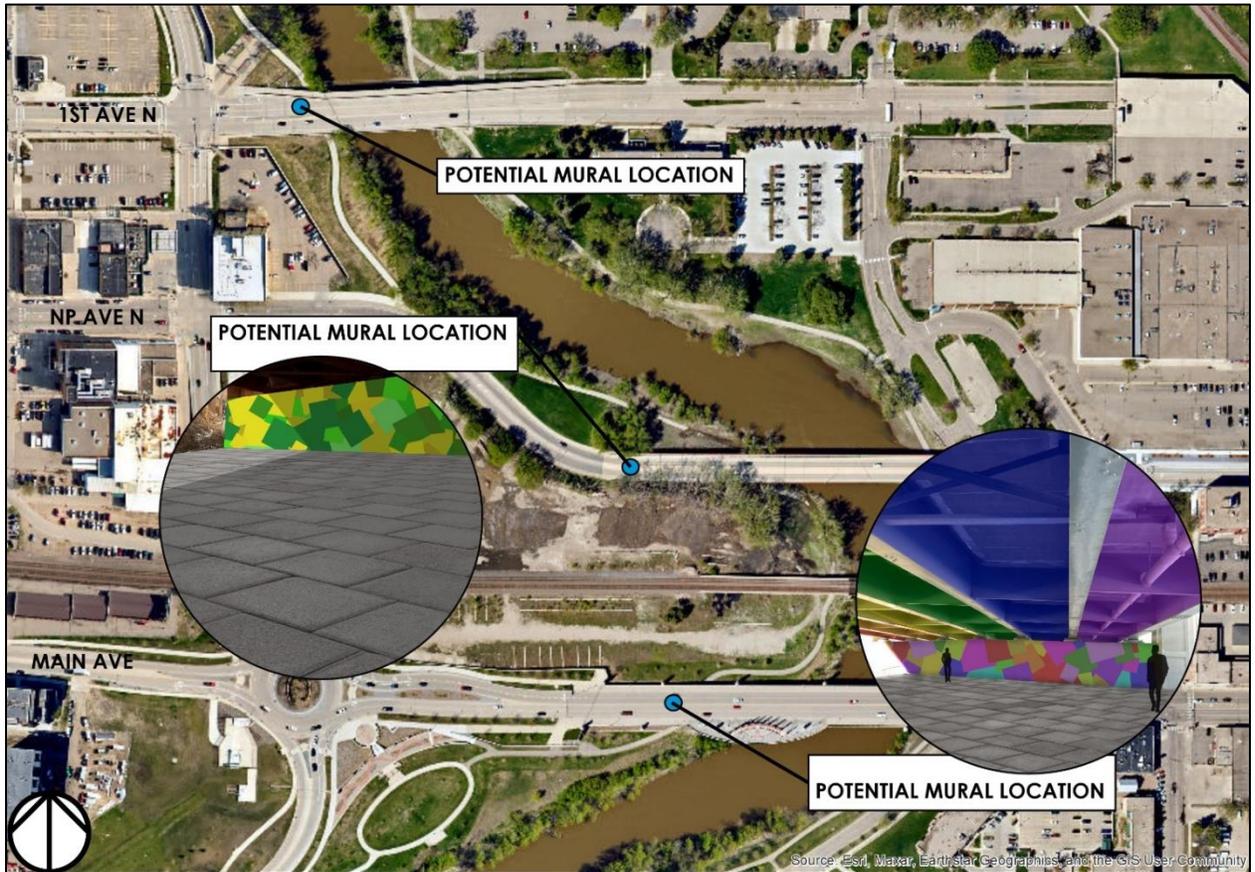


Recommendation	Agency
Replace existing non-functioning lights (under bridges and on NP Ave) with new tamper-proof lights. Consider installing additional lighting under bridges.	Fargo Engineering
Consider installing lights on existing structures (such as bridges and existing light poles) to provide light on trail corridor between bridges.	Fargo Engineering
Consider installing lighting for the trail corridor from the 1 <sup>st</sup> Ave N bridge to the existing lighting west of Wildflower Grove Park. Also consider installing lighting south of the Main Ave bridge. Lighting could be directly adjacent to trail (similar to existing lighting west of Wildflower Grove Park) or lighting could be installed outside of the floodplain using existing and new structures/poles west of the floodwall.	Fargo Engineering

## Graffiti

Issue	Remedy
<p>Significant graffiti is present under bridges, specifically on bridge piers and associated walls. Graffiti also on some sections of floodway. Staffing and resource limitations make removal of graffiti difficult according to Fargo Public Works.</p> 	<p>Existing graffiti should be removed/painted over as soon as possible. Graffiti should be removed/painted over within 48 hours of report. Immediate removal is the most effective graffiti deterrent.</p> <p>Staffing and resource limitations should be brought to the attention of the Fargo City Commission for their consideration.</p> <p>Murals should be considered along walls/bridge piers with frequent graffiti. Murals can often be a deterrent to graffiti on those surfaces. See <b>Figures 3 – 7</b> for potential mural locations.</p>
<p>Reporting of graffiti does not always get relayed to the proper entity and thus doesn't get cleaned up.</p>	<p>The existing reporting methodology should be evaluated to ensure all reports of graffiti are forwarded to the proper entity and can be cleaned up in the short-term.</p>
<p>Graffiti often goes unreported and consequently doesn't get cleaned up.</p>	<p>Consider a dedicated staff person to oversee city or metro-wide graffiti reporting &amp; cleanup and possibly trail/park patrol. This could be a Fargo Parks, Fargo Public Works, Fargo Police, BID, or multi-jurisdictional position.</p>

Figure 3 – Potential Mural Locations



*This area intentionally left blank*

**Figure 4 – Under NP Ave (before)**



**Figure 5 – Under NP Ave (with mural)**



*This area intentionally left blank*

Figure 6 – Under Main Ave (before)



Figure 7 – Under Main Ave (with mural)





<b>Recommendation</b>	<b>Agency</b>
Existing graffiti should be removed/painted over as soon as possible.	Fargo Public Works (city-owned surfaces), Fargo Parks (park-owned surfaces)
Consider murals on walls and bridge piers which experience frequent graffiti. See Figure 3 for location of potential murals.	Downtown Community Partnership, other partners
Review existing methodology for reporting graffiti to ensure reports of graffiti are forwarded to the proper entity and can be cleaned up within the short-term.	Fargo Police
Consider dedicating more staff time and resources to graffiti clean-up.  Consider a dedicated staff person to oversee city or metro-wide graffiti reporting & cleanup. Consider a dedicated city-wide trail/park patrol. Such a position could take on both roles.	Fargo City Commission, Fargo Public Works, Fargo Parks, Fargo Police, and/or other jurisdictions